

### **Amendments to the Claims:**

This listing will replace all previous listings and versions of the claims in the application:

#### **Listing of claims:**

1.-80. (Canceled)

81. (Currently Amended)     A method for providing traffic information comprising route results, the method comprising:

for each segment of a route between an origin point and a destination point, performing a time-dependent journey planning calculation, based on a time during which a vehicle is predicted to be travelling through the segment, to produce a segment result;

receiving real time traffic data relating to real time vehicle location from a plurality of vehicle bound probes and other sensory data to ensure and maintain accuracy of segment results;

forming a plurality of route results, each route result being formed based on a plurality of the segment results;

wherein the step of forming comprises creating a matrix of vehicle speeds, wherein vehicle speeds over each segment are recorded with specific times of day such that speeds are divided into a plurality of separate time of day intervals;

storing the plurality of route results in a rapid access means in a digital storage means;

accessing the rapid access means for use in responding to a user request for traffic information for a journey between the origin point and the destination point;

disseminating said traffic information to vehicles on route via a radio data system, a mobile telephone or computer; and

verifying the real time traffic data, wherein the verifying comprises correlation of said real time traffic data with data stored in the rapid access means and said other sensory data.

82. (Original) A method according to claim 81, wherein performing the time-dependent journey planning calculation for each segment comprises determining a segment duration for traversing the segment based on a predicted vehicle speed for the segment at the time during which the vehicle is predicted to be travelling through the segment.

83. (Original) A method according to claim 82, wherein forming the at least one route result comprises summing a plurality of segment durations to produce an overall route duration.

84. (Original) A method according to claim 81, wherein performing the time-dependent journey planning calculation for each segment comprises determining a predicted vehicle speed for traversing the segment based on the time during which the vehicle is predicted to be travelling through the segment.

85. (Original) A method according to claim 84, wherein forming the at least one route result comprises averaging a plurality of predicted vehicle speeds, each corresponding to a segment, to produce an overall predicted route speed.

86. (Original) A method according to claim 81, wherein performing the time-dependent journey planning calculation is based on a time of day and a day of the week during which the vehicle is predicted to be travelling through the segment.

87. (Original) A method according to claim 86, wherein the day of the week is selected from a group comprising Bank Holiday, Day before Bank Holiday, Day after Bank Holiday, Sunday, Monday, Tuesday, Wednesday, Thursday, Friday, and Saturday.

88. (Original) A method according to claim 81, wherein the rapid access means comprises a look-up table.

89. (Canceled)

90. (Previously Presented) A method according to claim 81, wherein the plurality of vehicle-bound probes include at least one mobile telephone.

91. (Previously Presented) A method according to claim 81, further comprising:

creating a first matrix of recommended most economic routes relative to at least a plurality of time of day divisions and a plurality of routes, based on the matrix of vehicle speeds.

92. (Original) A method according to claim 91, further comprising, in creating the first matrix of recommended most economic routes, removing outlier vehicle speeds, and vehicle speeds related to unforecastable events, from the matrix of vehicle speeds using statistical analysis.

93. (Original) A method according to claim 91, wherein the first matrix of recommended most economic routes comprises a plurality of route matrix elements, each route matrix element corresponding to a pairing of an origin point with a destination point, and comprising: a route string, a shortest distance corresponding to the route string, a time corresponding to the route string, and a cost corresponding to the route string.

94. (Original) A method according to claim 93, wherein the route matrix elements further comprise entries for a plurality of possible vehicle types.

95. (Original) A method according to claim 91, further comprising:

identifying, in real time, an area of traffic congestion between the origin point and the destination point; and

determining an alternative, second matrix of recommended most economic routes based on the identified area of traffic congestion.

96. (Original) A method according to claim 95, wherein the area of traffic congestion is identified using a database of traffic patterns.

97. (Original) A method according to claim 95, wherein the area of traffic congestion is identified by determining whether real time vehicle location data from a plurality of vehicle-bound probes correspond to a pre-determined level of variance from historic real time vehicle speeds.

98. (Currently Amended) A system for providing traffic information comprising route results, the system comprising:

a route segment processor for performing, for each segment of a route between an origin point and a destination point, a time-dependent journey planning calculation based on a time during which a vehicle is predicted to be travelling through the segment, to produce a segment result;

a data receiver for receiving real time traffic data relating to real time vehicle location from a plurality of vehicle bound probes and other sensory data to ensure and maintain accuracy of segment results;

a route result formation means for forming a plurality of route results, the plurality of route results being formed based on a plurality of the segment results, wherein the route result formation means comprises means for creating a matrix of vehicle speeds, wherein vehicle speeds over each segment are recorded with specific times of day such that the speeds are divided into a plurality of separate time of day intervals;

a rapid access means, in a digital storage means, for storing the plurality of route results;

a user request processor for accessing the rapid access means for use in responding to a user request for traffic information for a journey between the origin point and the destination point; and

disseminating means for disseminating said traffic information to vehicles on route via a radio data system, a mobile telephone or computer;

wherein the data receiver is operable to verify the real time traffic data by

correlating the real time traffic data with data stored in the rapid access means and said other sensory data.

99. (Original) A system according to claim 98, wherein the route segment processor comprises means for determining a segment duration for traversing each segment, based on a predicted vehicle speed for the segment at the time during which the vehicle is predicted to be travelling through the segment.

100. (Original) A system according to claim 99, wherein the route result formation means comprises means for summing plurality of segment durations to produce an overall route duration.

101. (Original) A system according to claim 98, wherein the route segment processor comprises means for determining a predicted vehicle speed for traversing the segment based on the time during which the vehicle is predicted to be travelling through the segment.

102. (Original) A system according to claim 101, wherein the route result formation means comprises means for averaging a plurality of predicted vehicle speeds, each corresponding to a segment, to produce an overall predicted route speed.

103. (Original) A system according to claim 98, wherein the route segment processor comprises means for performing the time-dependent journey planning calculation based on a time of day and a day of the week during which the vehicle is predicted to be travelling through the segment.

104. (Original) A system according to claim 103, wherein the day of the week is selected from a group comprising Bank Holiday, Day before Bank Holiday, Day after Bank Holiday, Sunday, Monday, Tuesday, Wednesday, Thursday, Friday, and Saturday.

105. (Original) A system according to claim 98, wherein the rapid access means comprises a look-up table.

## **Remarks**